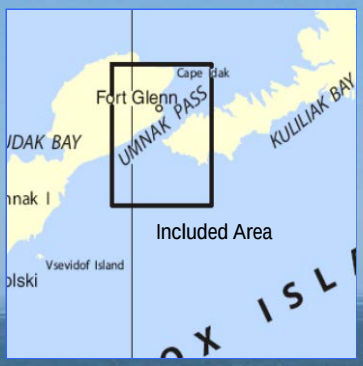
BookletChart™

Umnak Pass and Approaches

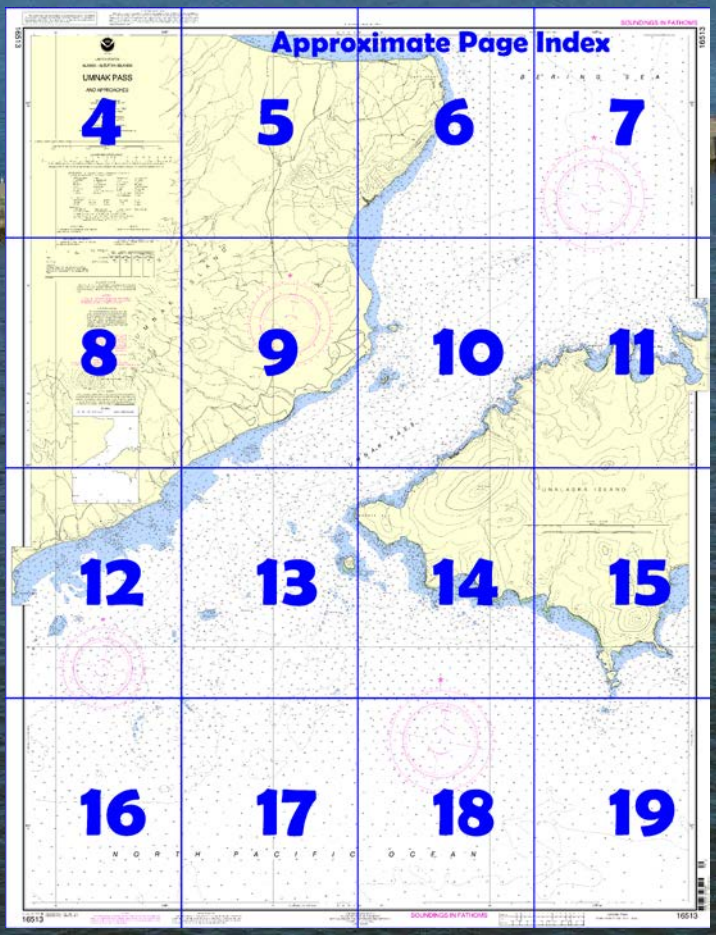
NOAA Chart 16513

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

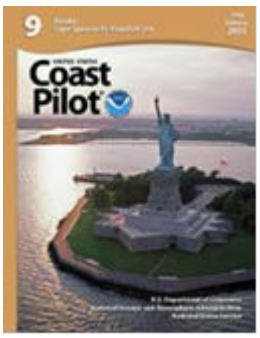
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16513.

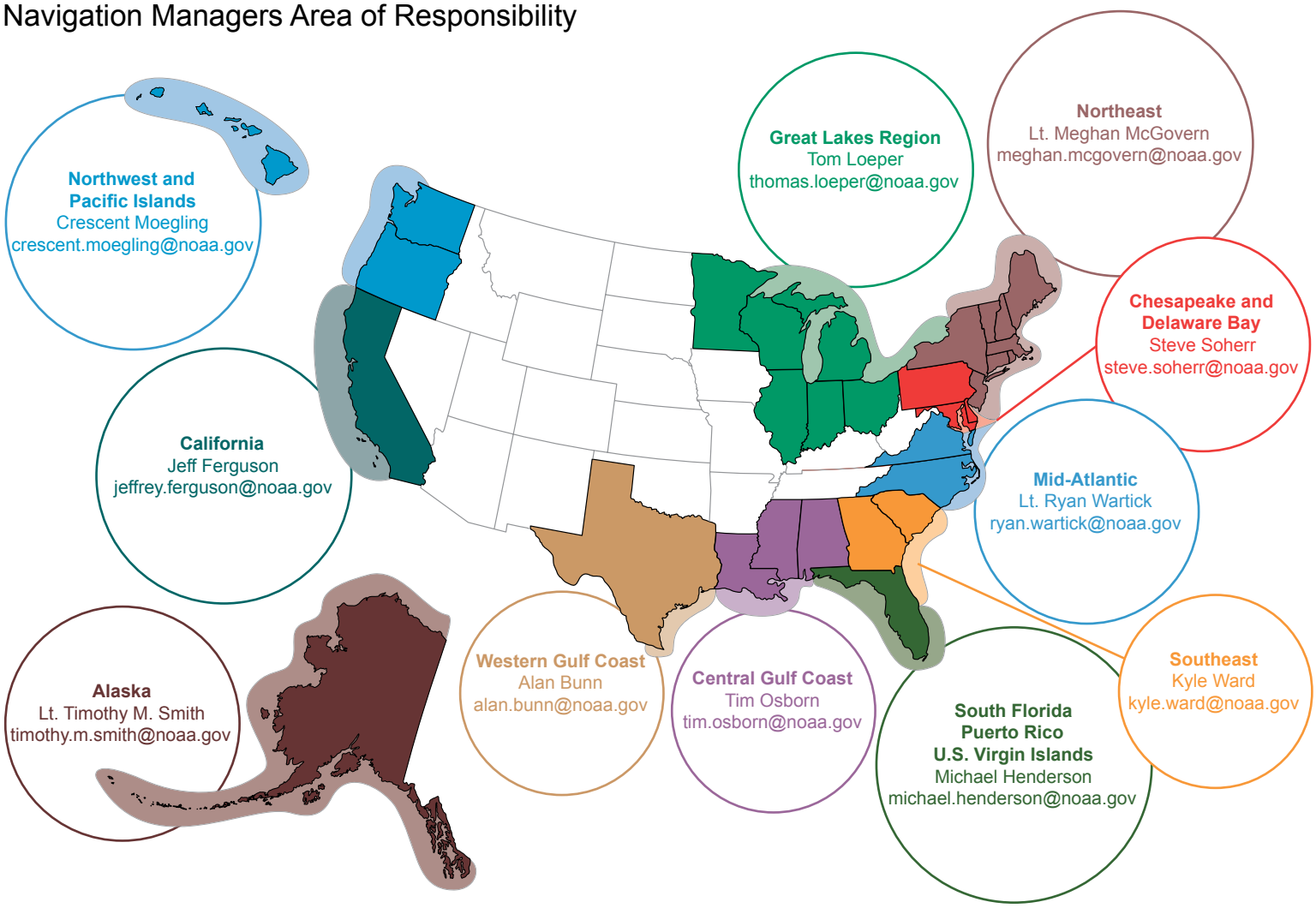


(Selected Excerpts from Coast Pilot)
Polivnoi Rock, 17 feet high and 100 yards in diameter, is 5 miles SW from Konets Head; a breaker is 300 yards SW of the rock. Sea lions are often seen in the vicinity. In heavy weather, seas wash over the rock. An 8-fathom rocky shoal, marked by heavy tide tips, is 1.2 miles 065° from the rock.
A convenient anchorage in S weather can be found about 1 mile NE of Konets Head in about 20 fathoms. In approaching this anchorage on the ebb, allowance should be made for current. The flood is not felt immediately N of Konets Head.
A small bank, with a least depth of 5¼ fathoms, is about 0.5 mile from shore, 2 miles NE from Konets Head. NE of the bank, the shore is steep-to and is exposed to the strong current of Umnak Pass.
Boulder Bay, 5 miles NE from Konets Head, is a small bay with a kelp patch in the middle of its entrance. Two small shacks are in a cove on the E shore.
No Name Cove, 3 miles NE of Boulder Bay and on the W side of **Ranchers Point**, is a small bay about 0.5 mile wide and 0.5 mile to its head. A small indentation on its W side furnishes good shelter for small craft except in severe N weather.
Station Bay, on the E side of Ranchers Point, is divided into two arms. The E arm is about 0.3 mile wide and 1.5 miles long in a SE direction. The buildings of a ranch are on the W shore near the head of this arm. Anchorage for small vessels can be found off these buildings in 7 fathoms. Near the entrance to this arm is a conspicuous column rock about 94 feet high. **Peacock Point**, separating Station Bay from the unnamed bight to the E, has broken ledges and rocks that extend 700 yards NW. The W arm of the bay is about 0.5 mile wide and almost 1 mile long in a S direction.
Umnak Pass, separating Unalaska Island from Umnak Island, is about 3 miles wide and about 10.5 miles long in a NE and SW direction from the vicinity of Polivnoi Rock to that of Pustoi Island. For description of the shore, see various headings previously described in connection with Unalaska Island and those following in connection with Umnak Island.
Currents.–The current in Umnak Pass is similar to that in Unimak Pass. At times of tropic tides the current may set in a flood direction for as much as 18 hours. The current velocity is 3.5 knots on the flood and sets NE, and 2.5 knots on the ebb and sets SW. Velocities of 4.5 knots have been observed.
The current velocity is 2 knots on the ebb and 3.5 knots on the flood between Konets Head and Emerald Island. Velocities of 4.5 knots have been observed. The flood current causes a set almost at right angles to the course when navigating Umnak Pass.
The current velocity is 2.5 knots near Polivnoi Rock.
(See the Tidal Current Tables for predictions for Umnak Pass.)
The effect of the current in Umnak Pass is felt in a diminishing degree as far as Cape Idak and Cape Aspid on the N side, and on the S side it is felt about 10 miles to the S of Polivnoi Rock.
On the ebb, very pronounced tide rips occur on the S sides of the shoaler banks in Umnak Pass and in the S approach. These tide rips are different from the tide rips encountered in Akutan Pass and Unalga Pass. In smooth weather they look like a line of breakers and may attain a considerable height. In moderate or stormy weather they merge with the seas, increasing their roughness to a considerable extent.
On the flood, light confused tide rips occur in the vicinity of Ship Rock and on the banks to the NE of it, while the pass, with its countercurrents, resembles a broad, shallow river, the effect being caused by several lanes of currents and countercurrents. Off the points along the Umnak Island shore, tide rips are dangerous for skiffs and small launches, especially between Otter Point and Kettle Cape.
From the S, navigation is more difficult, as Polivnoi Rock is low and Kettle Cape is not easily distinguishable against the higher background. With a heavy, S swell and a strong ebb it might even be found dangerous to attempt the pass because of heavy tide rips.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

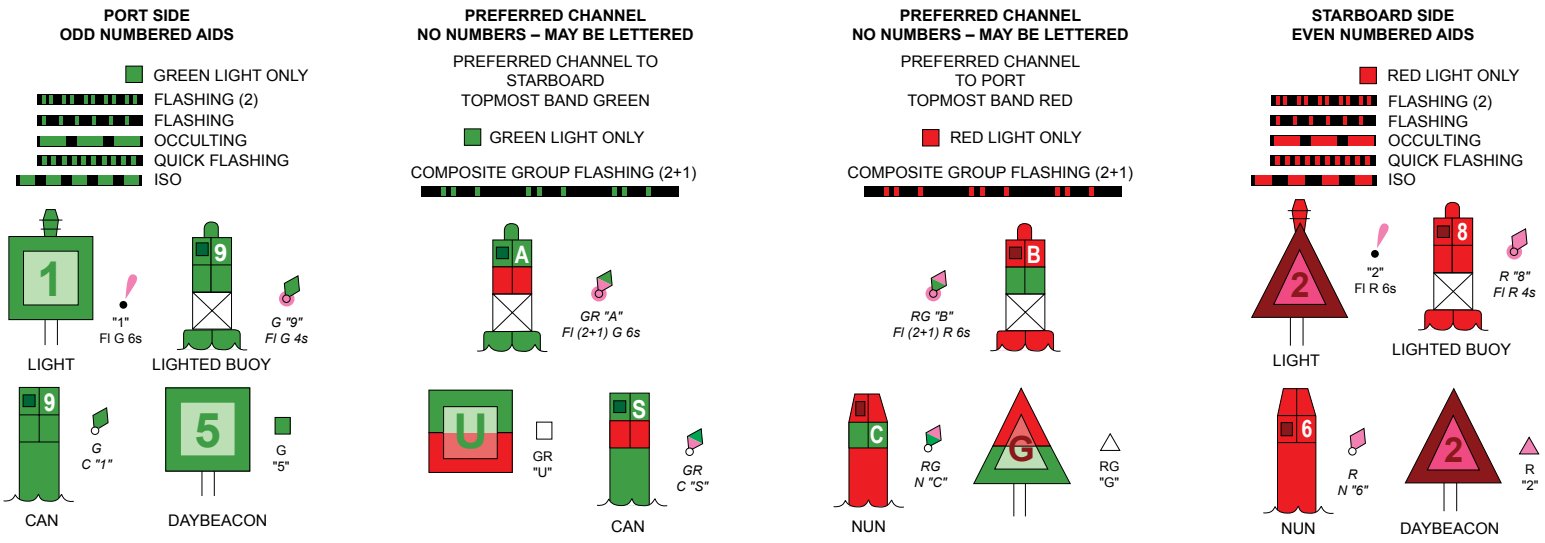


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

16513

05′ 168°

53° 30′

COAST SURVEY

UNITED STATES

ALASKA - ALEUTIAN ISLANDS

UMNAK PASS

AND APPROACHES

Mercator Projection
Scale 1:40,000 at Lat 53°22'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

SCALE 1:40,000

Nautical Miles

1 ½ 0 1 2 3

Statute Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Meters

1000 0 1000 2000 3000 4000 5000

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Otter Point	(53°24'N/167°51'W)	3.4	3.0	1.1

NOTE: Caution: Extremely heavy tide rips and strong currents which at times make control of a vessel difficult and may be encountered in the passage on this chart.

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Feb 2014)

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautica
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Suom submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with he... ngs.

Joins page 8

AREA TO BE AVOID
The entire area of this chart f... be Avoided. All ships 400 gro... wards solely in transit should ... Area is IMO-Adopted (MSC ... to be implemented at 0000 UT...

CAUTION
Temporary changes or ... navigation are not indicated ... Local Notice to Mariners.

CAUTION
UNEXPLODED OR...
Mariners are cautioned ... dredging, or trawling with ... dashed black lines due t... unexploded ordnance.

NOTE X
Within the 12-nautical mile Territorial Sea, est... some Federal laws apply. The Three Nautical ... outer limit of the territorial sea, is retained as it ... limit of the other laws. The 9-nautical mile Natura... of Florida, Texas, and Puerto Rico, and the Three... most cases the inner limit of Federal fisheries ... jurisdiction of the states. The 24-nautical mile C... mile Exclusive Economic Zone were establi... Unless fixed by treaty or the U.S. Supreme Co... to modification.

600

1192

1000

1055

2030

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

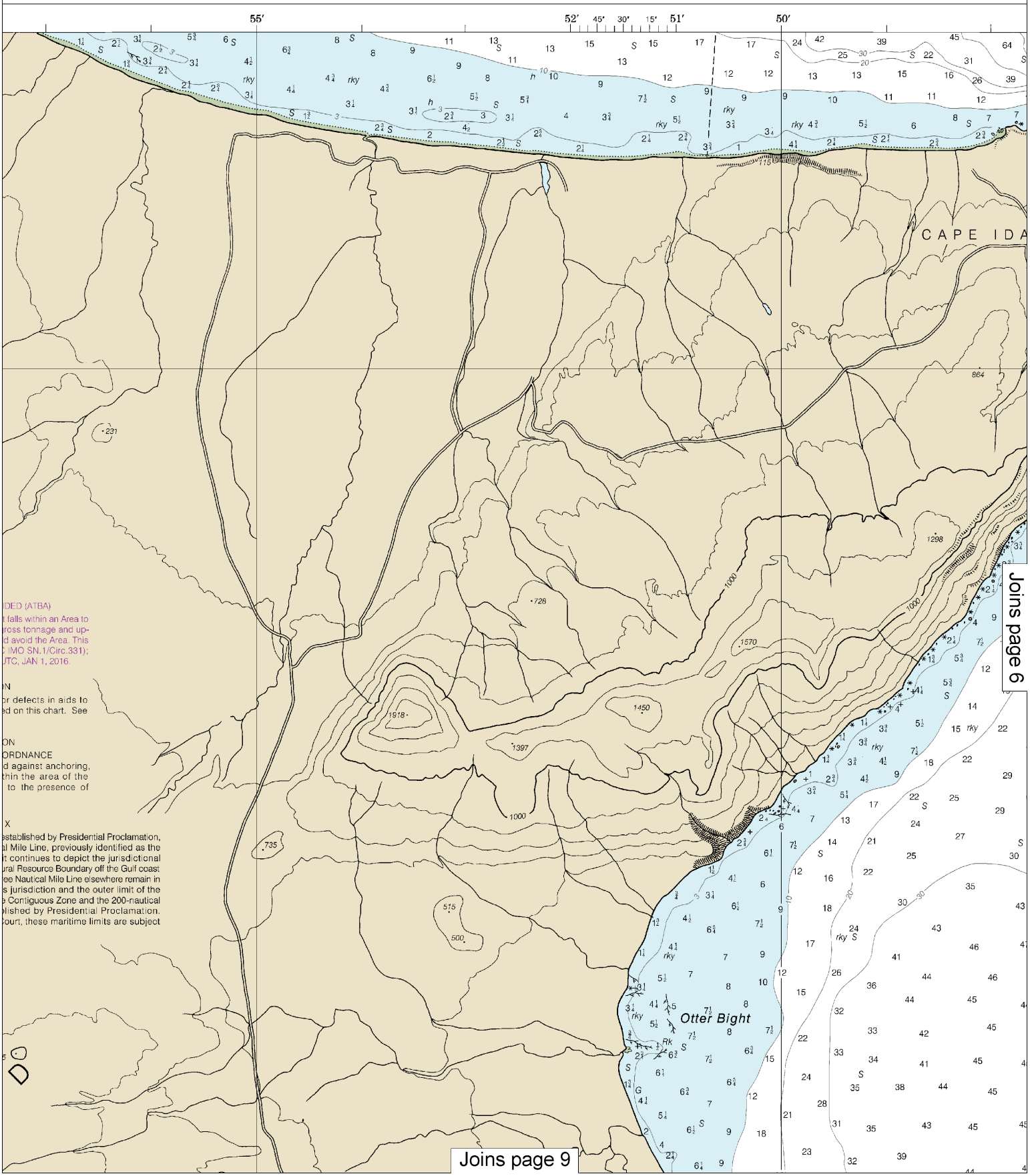
Nautical Miles

1 ½ 0 1 2 3

Yards

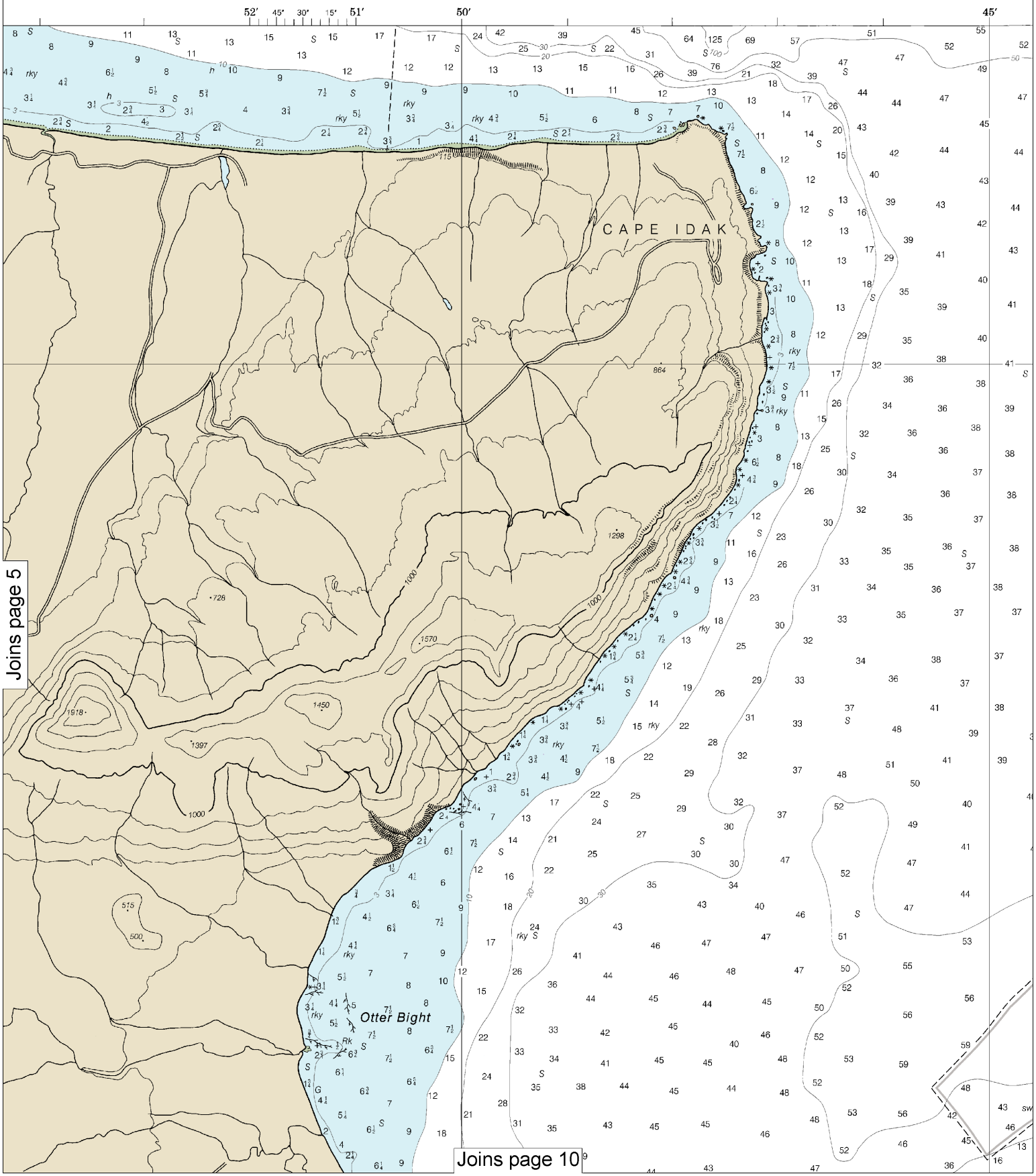
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C & GS 9021 1st Ed., Nov 1939 KAPP 2512



Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

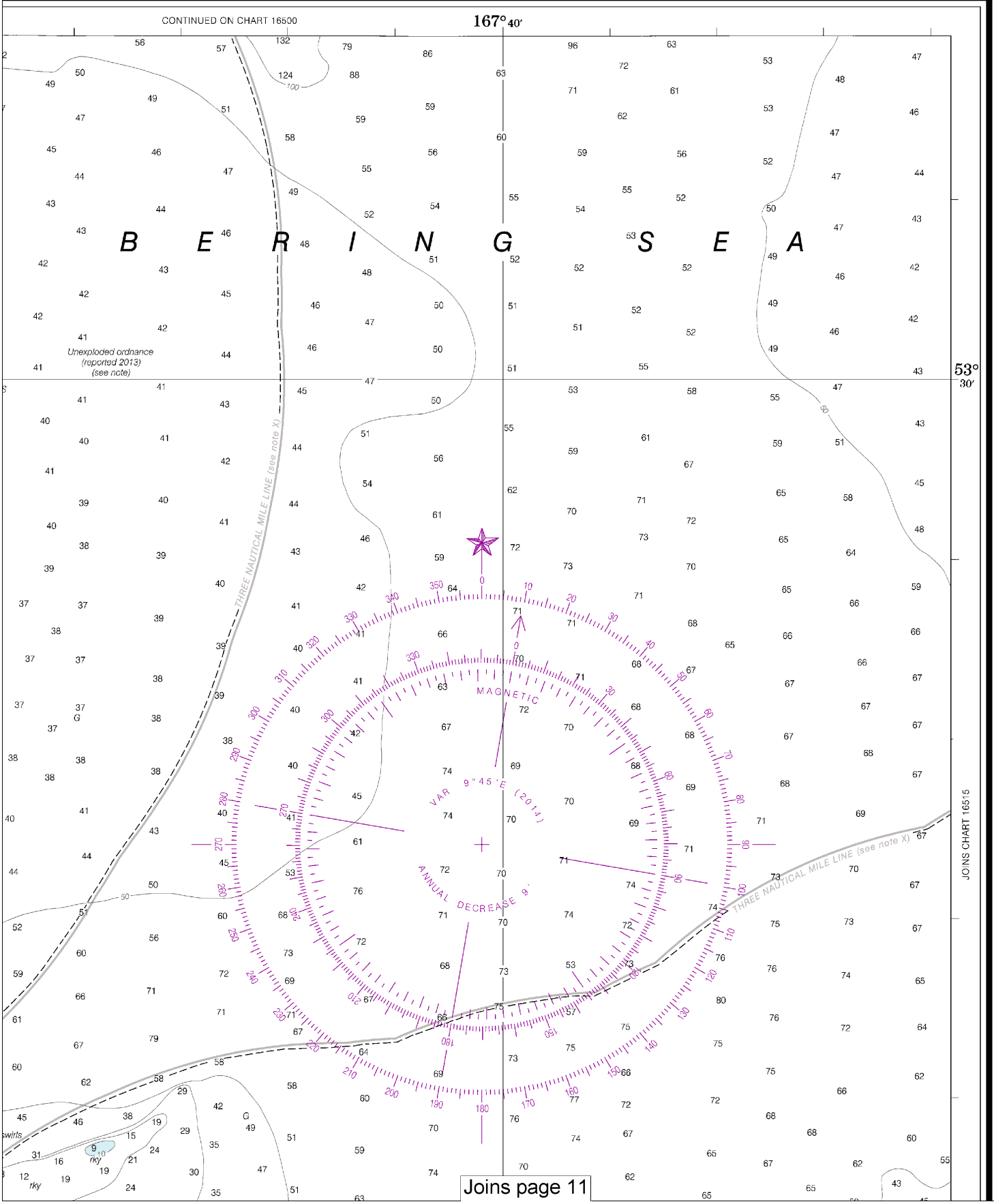
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

Note: Chart grid lines are aligned with true north.



6th Ed., May 2014. Last Correction: 12/10/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

Joins page 4

Fl flashing Mkr marker WHIS whistle Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized Obstn obstruction PD position doubtful Suom submerged
ED existence doubtful PA position approximate Rep reported

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.216" southward and 6.927" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

UMNAK ISLAND

Tulik Volcano
4111 (SOUTHEAST PEAK OF CRATER)

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B4 1900 - 1939 NOS Surveys partial bottom coverage

B4

B4

Joins page 12

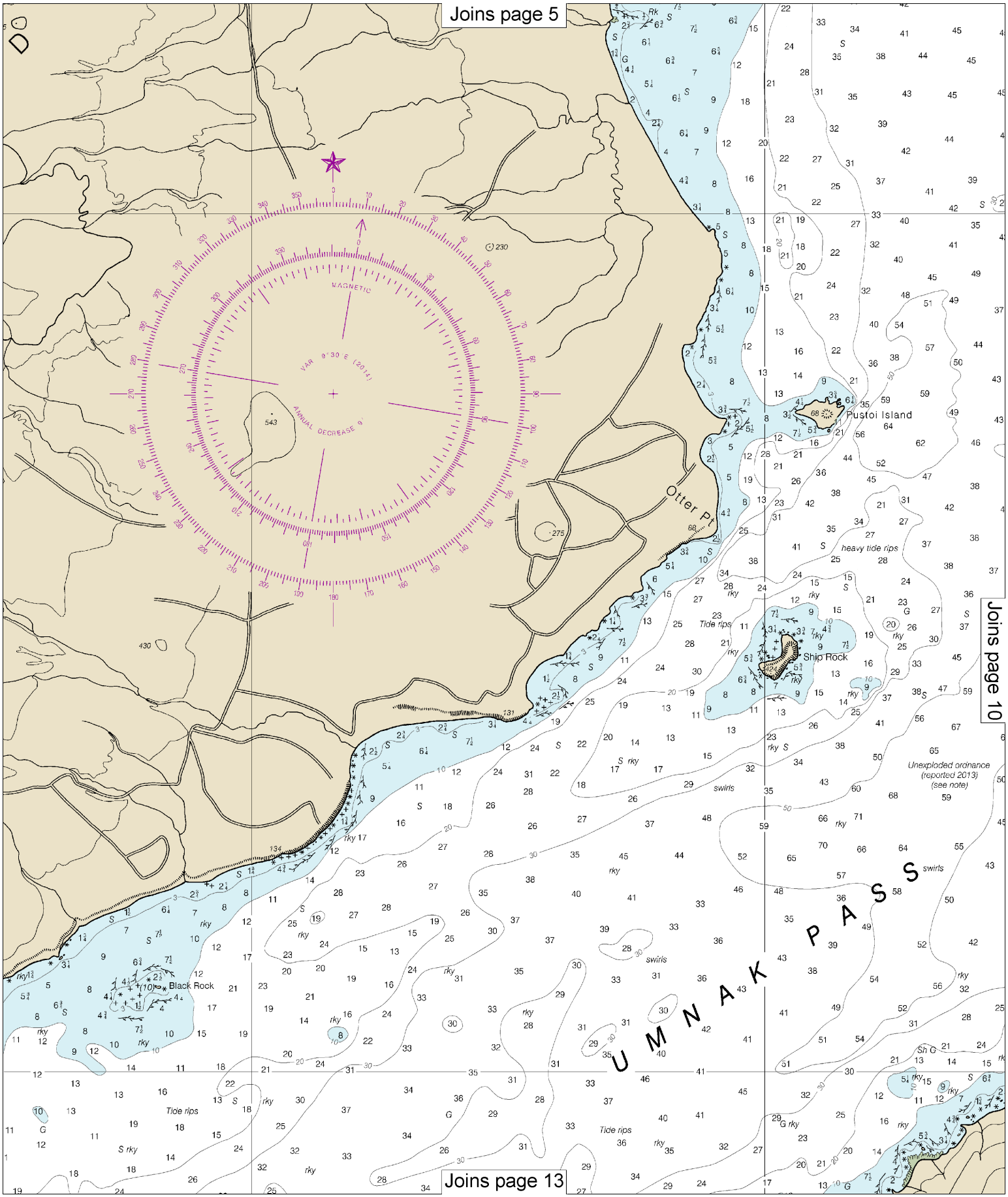
Note: Chart grid lines are aligned with true north.

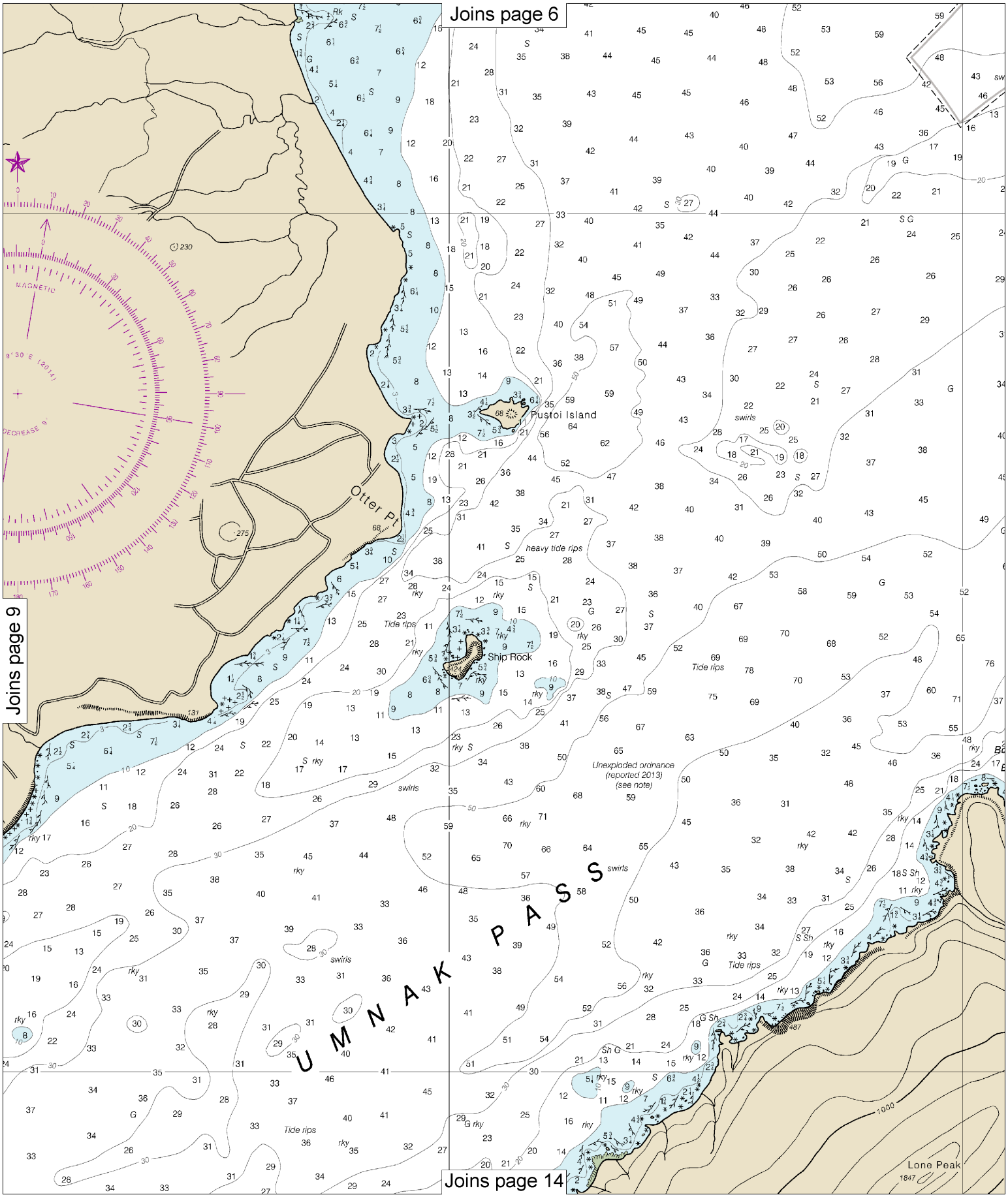
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 10
Joins page 13
Otter Pt
Pustoi Island
Ship Rock
Black Rock
heavy tide rips
Tide rips
swirls
Unexploded ordnance
(reported 2013)
(see note)
UMNAK PASS
MAGNETIC
VAR 9° 30 E (2014)
ANNUAL DECREASE 9'



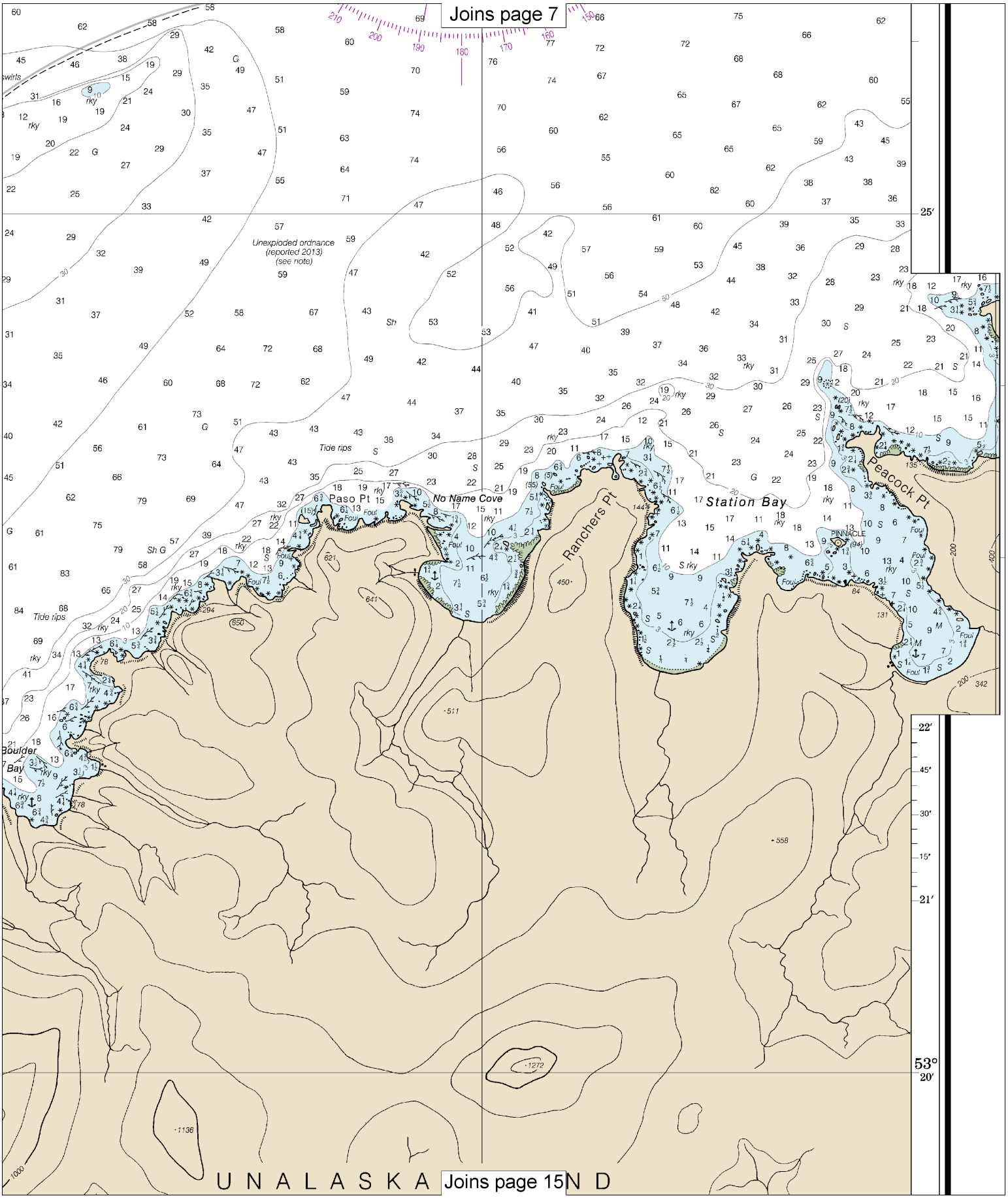
Note: Chart grid lines are aligned with true north.

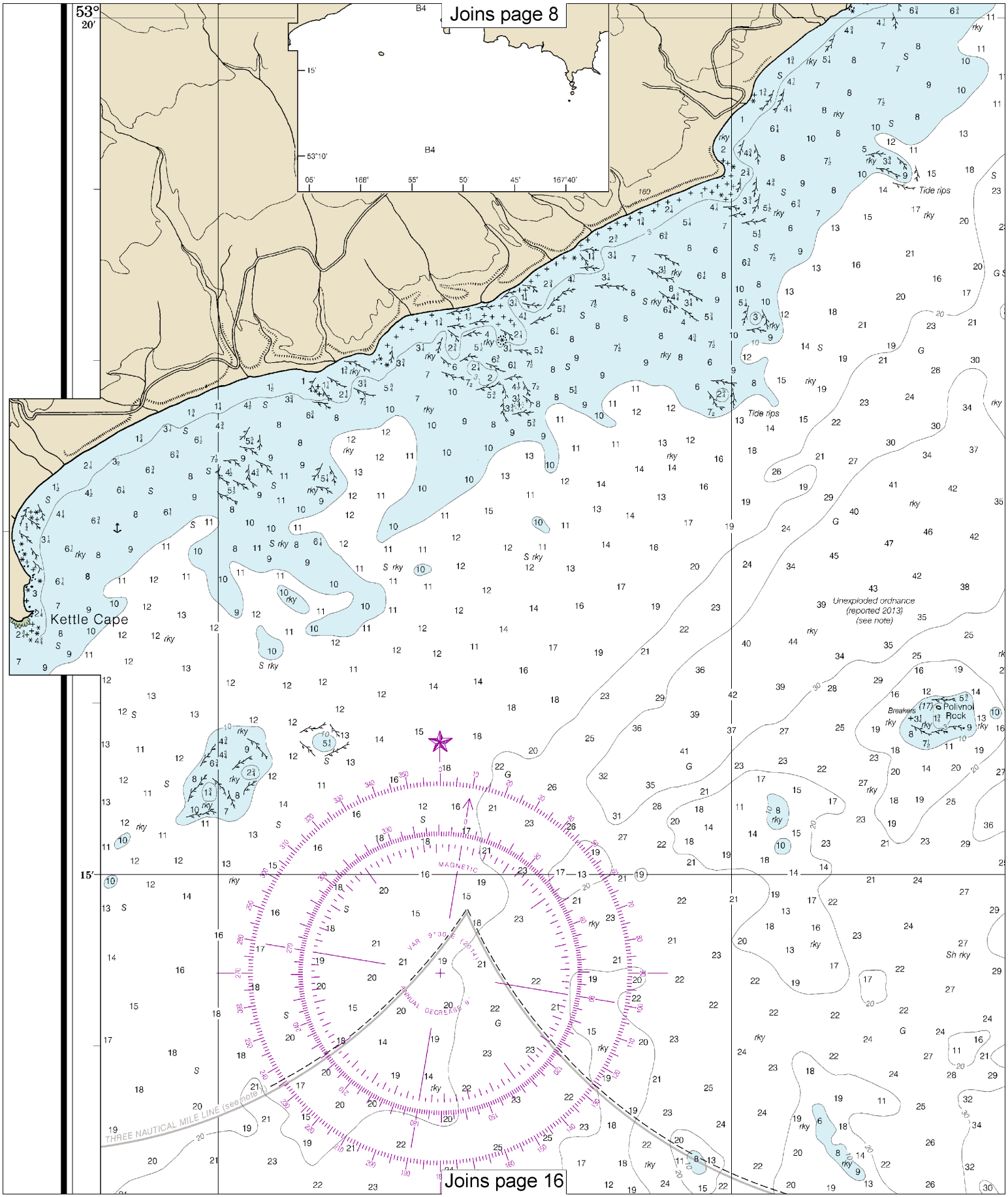
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
Unexploded ordnance
(reported 2013)
(see note)
Tide rips
Paso Pt
No Name Cove
Ranchers Pt
Station Bay
Peacock Pt
PINNACLE
Tide rips
Boulder
Bay
Joins page 15
U N A L A S K A
N D
25′
22′
45′
30′
15′
21′
53°
20′



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

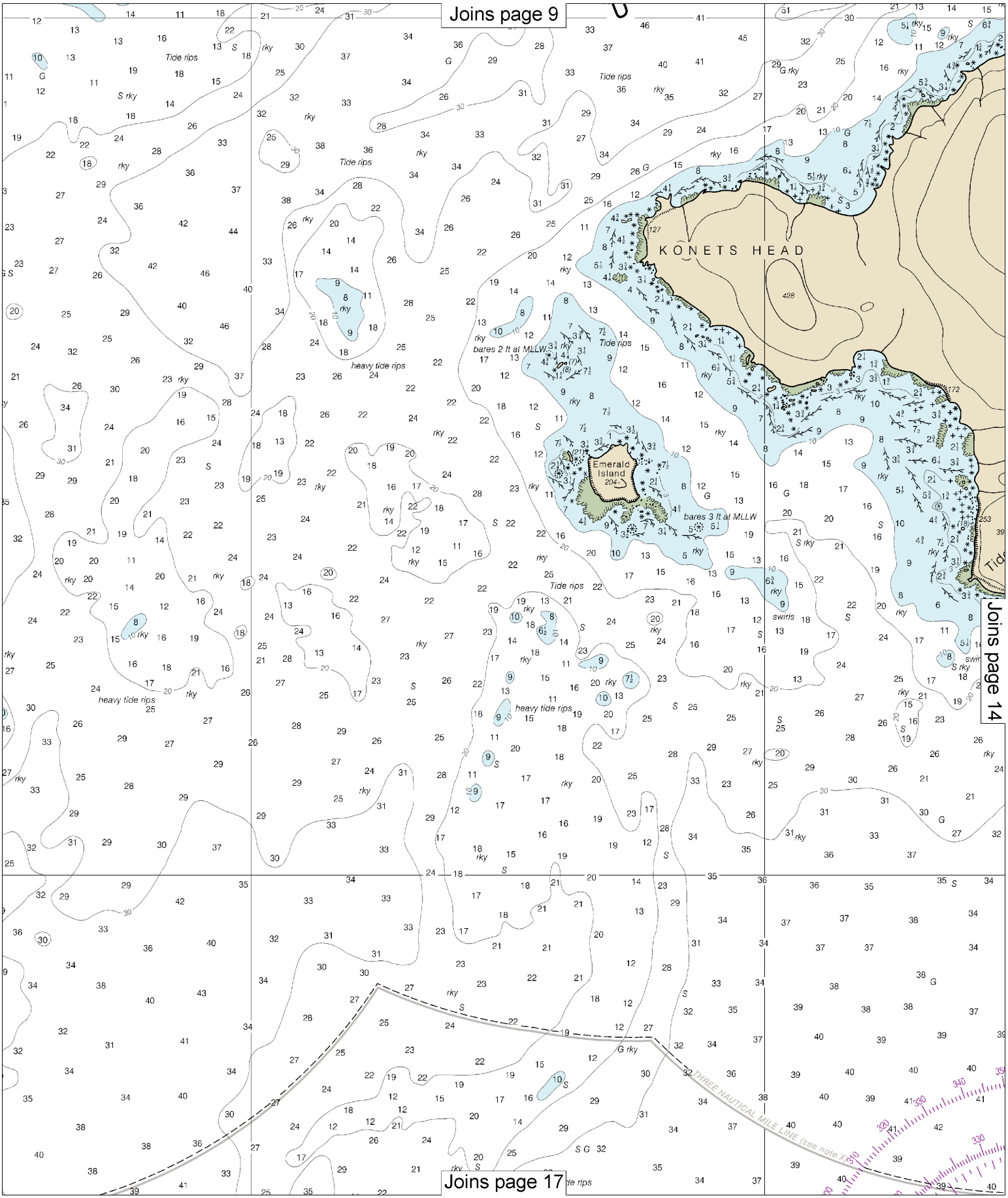
Nautical Miles

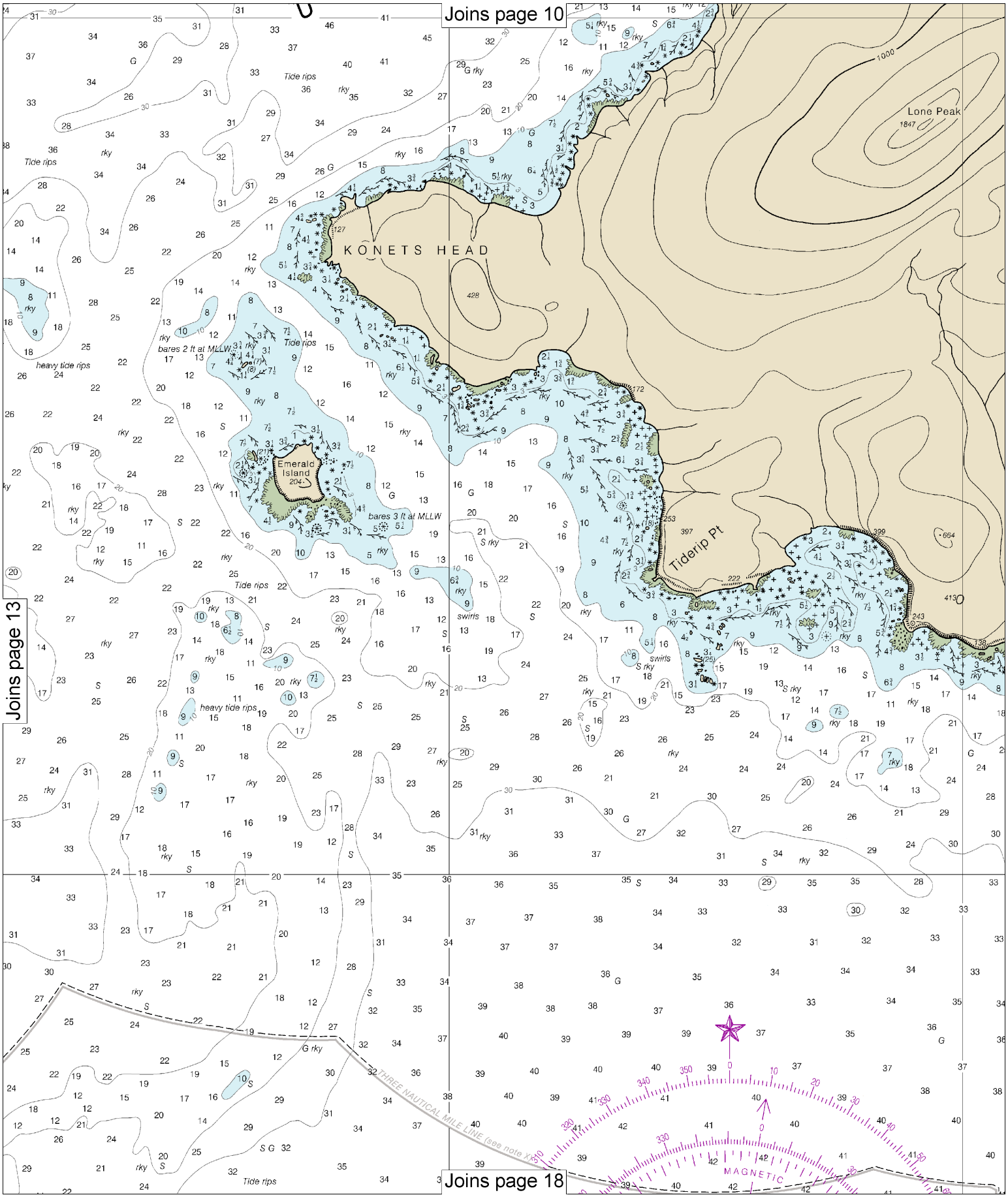
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
KONETS HEAD
Emerald Island
204
bares 2 ft at MLLW
bares 3 ft at MLLW
Tide rips
heavy tide rips
swirls
THREE NAUTICAL MILE LINE (see note X)
Joins page 14
Joins page 17



14

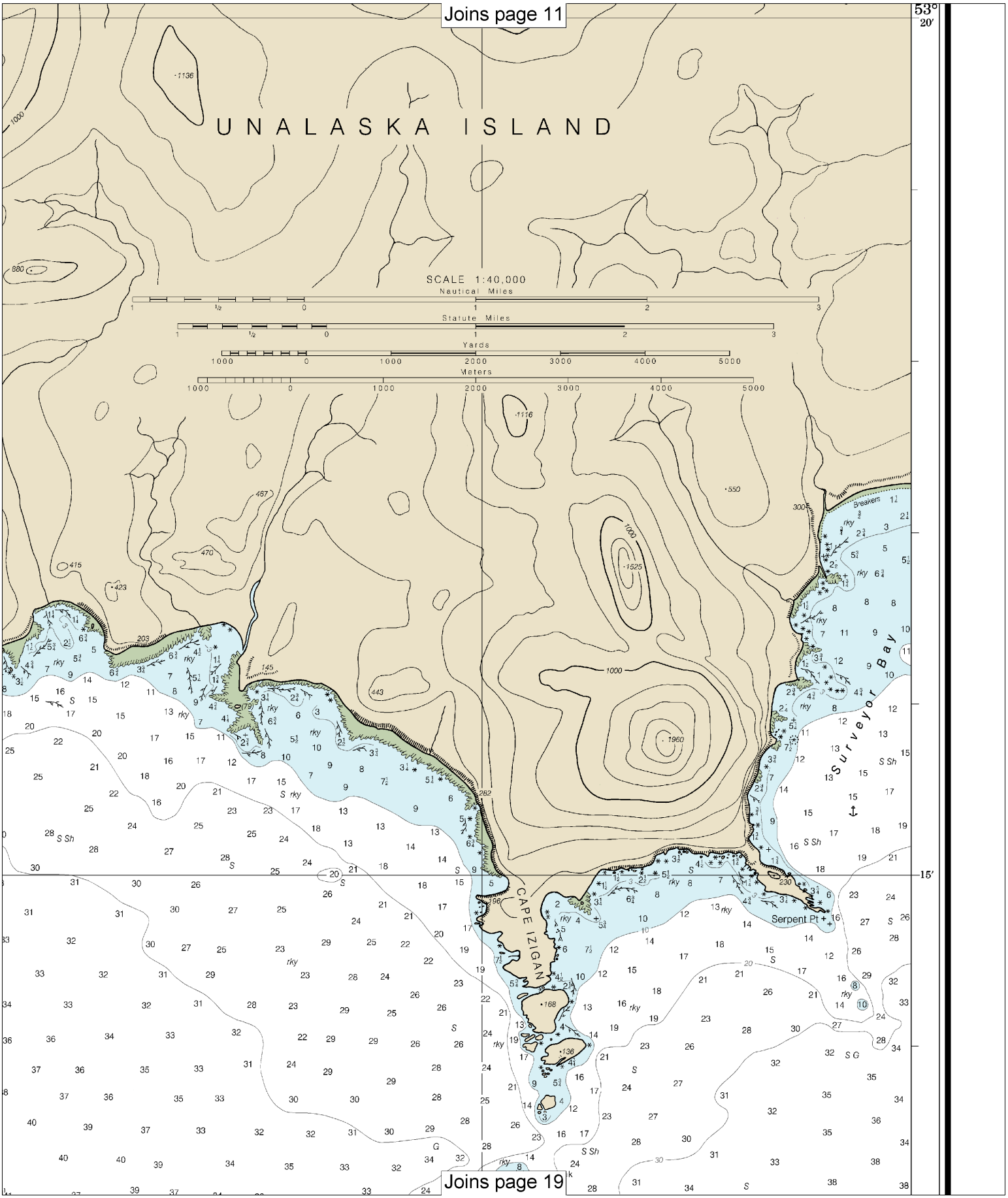
Note: Chart grid lines are aligned with true north.

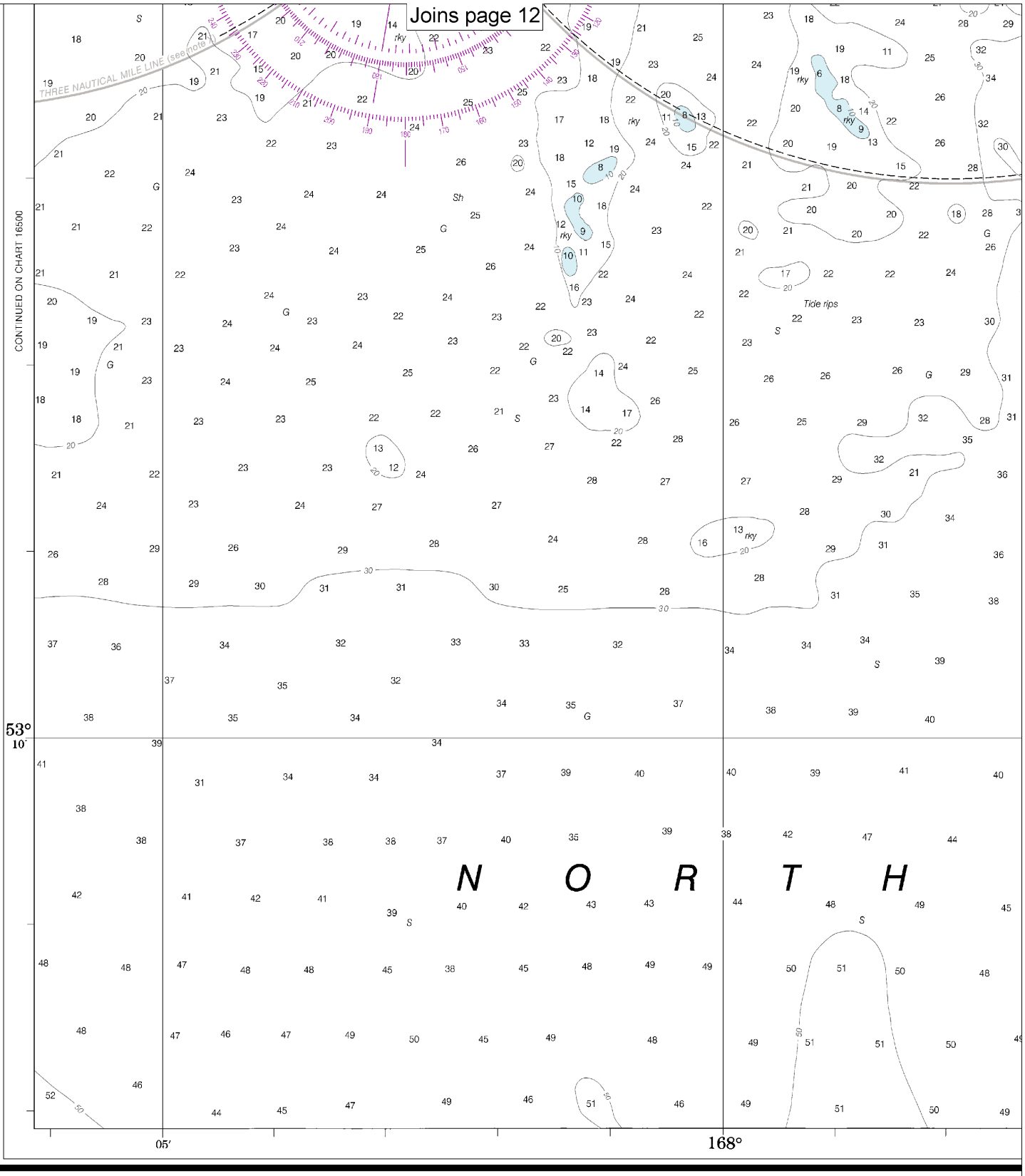
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 11
UNALASKA ISLAND
SCALE 1:40,000
Nautical Miles
Statute Miles
Yards
Meters
CAPE IZIGAN
Serpent Pt
Surveyor Bay
Breakers
Joins page 19
53°
20'
15'



CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrep
about this chart at http://www.nauticalcharts.noaa.gov/st

16513

6th Ed., May 2014. Last Correction: 12/10/2015. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

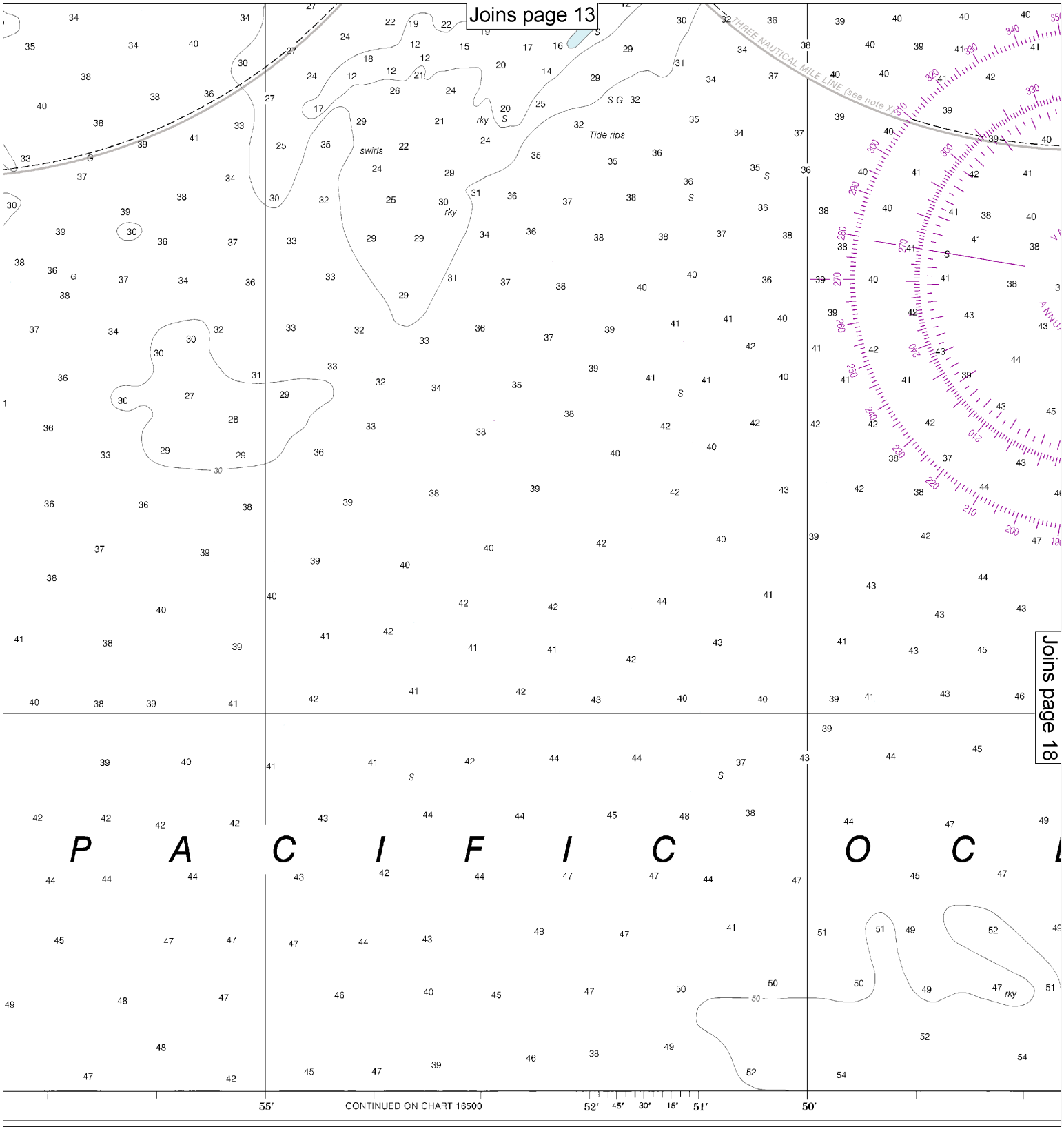
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

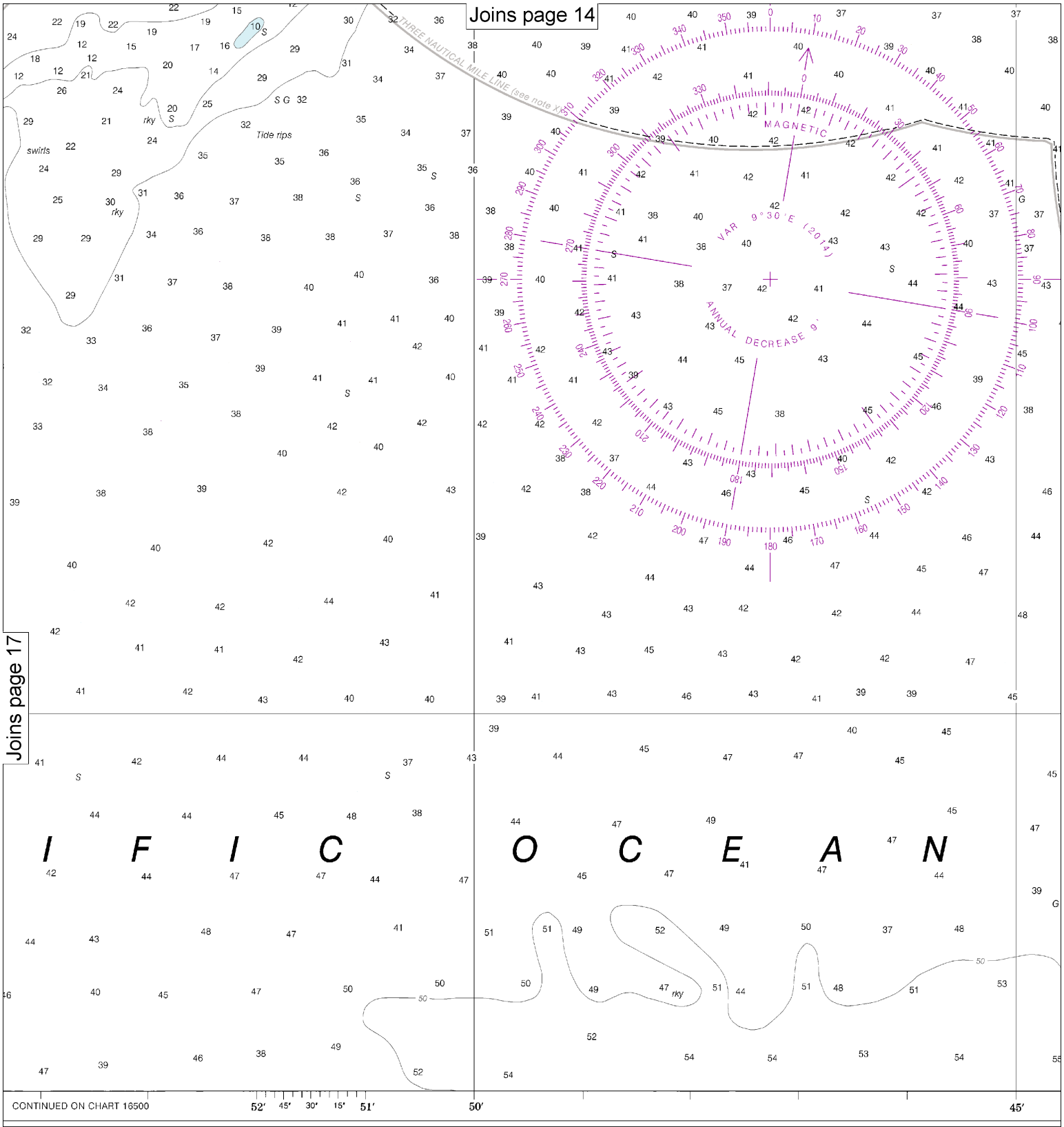
See Note on page 5.



epancies or comments
staff/contact.htm.

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUND



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

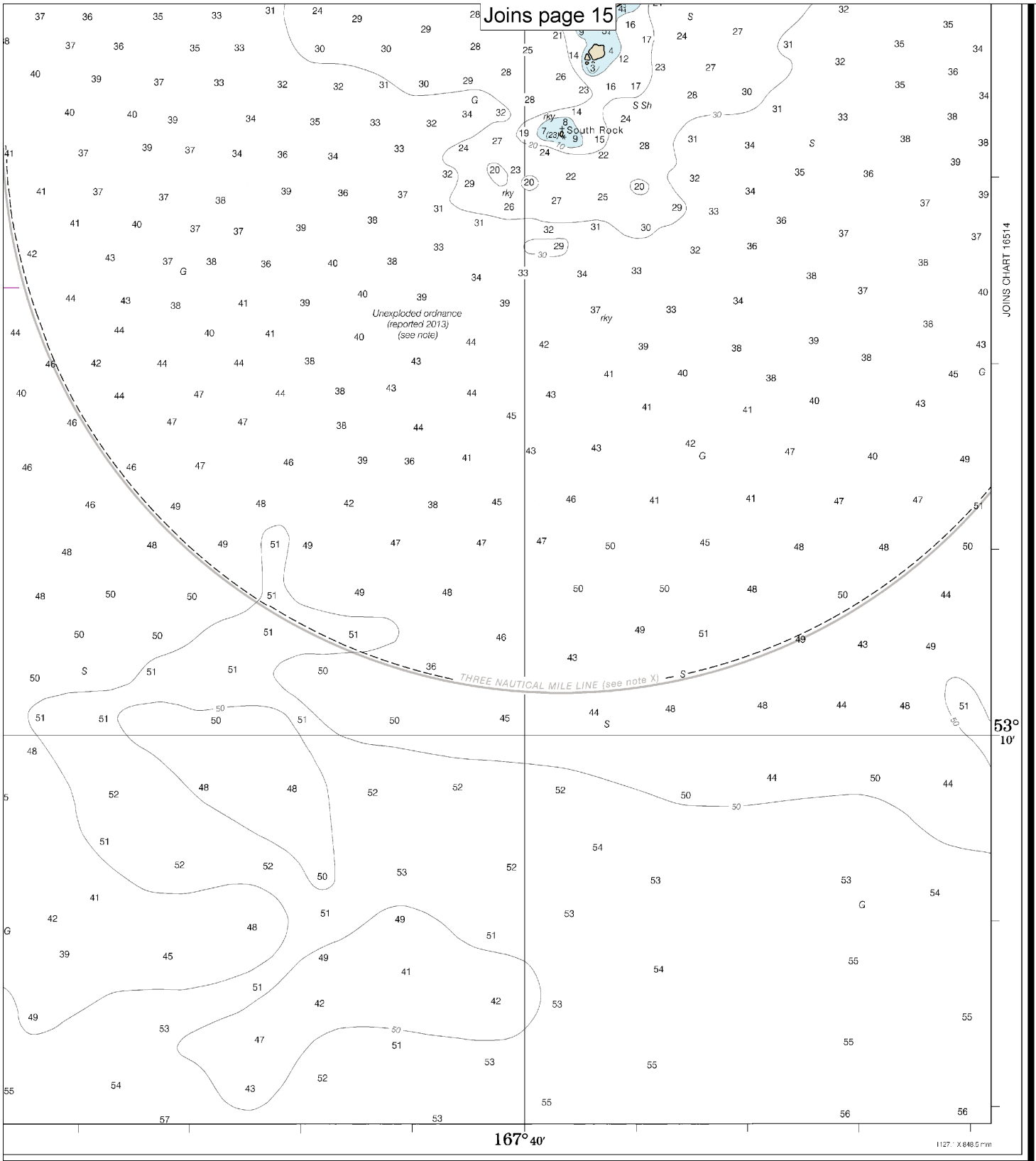
SOUNDINGS IN FATHOMS

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000



Umnak Pass

SOUNDINGS IN FATHOMS - SCALE 1:40,000

16513

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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